

## LOOKS LIKE A RAILROAD

### Boise & Western Railroad is Started By Eastern Oregon Boosters

## CORPORATORS ALL LOCAL MEN

### Engineer Faulkner Has Ordered Equipment For a Large Force of Men, But Has Nothing to Say Regarding Nature of Work—Move May be Backed by Big Railroad Interests.

Articles of incorporation of the Boise & Western railway were filed in the office of the secretary of the county this morning. The purpose of the corporation is to construct a railroad from Boise, Idaho, to Marshfield, Or. The incorporators are C. W. Maloney, William N. Hanley and J. C. Culloch. Power is conferred on the new corporation to acquire all rights of way, to acquire property and to contract for the construction of a railroad. It is after it has been completed. The capital stock of the enterprise is \$50,000. The principal offices of the railroad will be in Portland.

Above is a clipping from the Portland Journal of Sept. 13. It was published under a Salem line. It may throw some light on the moves of local people for the past few days.

O. Faulkner, our county engineer, is reported to have received orders with local dealers for a large amount of equipment which to supply surveying work. He has nothing to say of his intentions or the nature of the work he has in hand, but he is in connection with the corporation. Mr. Faulkner has formerly with the Harney engineers and is a very competent man.

That the move is we are in a position to state. It may be an independent move in connection with the suggestions of the Oregon-Idaho Improvement Congress or it may be that the Harriman railroad interests are behind it and that they prefer to work under the head of a local company as it has advantages in rights of way and concessions. If it really is an independent move there are some interesting developments when the Malheur campaign of way is taken up.

Any rate the people of this county are pleased with the outcome and believe that active work will begin. Whoever the scheme will receive active and undivided support of the people of Burns who are anxious to see transportation and development of this great valley. Mr. Hanley and his associates have not given out anything as to their intentions, but the Times-Herald has been definite to state. It is to help the enterprise of those who is behind it, but not want to anticipate or otherwise hamper the men who have started this corporation. Therefore will not enter into further speculation as to the result or the possibilities. The people are ready to assist in any estimate way possible to transportation.

Mr. Hanley came in from Portland last week accompanied by Wood and they left the city after arriving here it was supposed for the P. Ranch, but understand instead they are after a tour south toward the end in the Ford auto.

Faulkner was also a member of the party in from the railroad.

Mr. Linville of this place demonstrated at the agricultural fair on Friday last his new destructive for plant worms and insects. It is sure death for the aphid, cabbage worm, lice, chicken mites, bedbugs, etc. They succumb almost immediately, the hardest surviving only one minute and 56 seconds at his test.

This remedy, which Mr. Linville has named "Hoax," is compounded by him from two Indian plants with unspelled names. A. H. Smith of Los Angeles

has taken with him some of this compound to experiment on the white fly which is so destructive to the California orchards. If this remedy proves as effective in actual use as in the tests, its producer has indeed hit upon a valuable discovery.

Mr. Linville is one of the pioneers of this section, having come here 38 years ago. He assisted in the installing of the Rustler outfit, the forerunner of this paper.

The gentleman bromises us an important discovery in the mineral line in the near future.—Lakeview Herald.

HILL AIMING SOUTH.

A recent press dispatch from Missoula, Mont., says: Further assurance that the Oregon Trunk, backed by the Hill interests, will build to San Francisco, comes in the announcement of Jack C. Baxter, who today resigned from the service of the Chicago, Milwaukee & Puget Sound Railway to accept a position with the Oregon trunk, with headquarters at The Dalles, Or.

Mr. Baxter, who has for several years been chief locating engineer for the Milwaukee railroad between Bonner and the Swan River country, arrived from the Blackfoot country today and telegraphed his resignation to the Milwaukee headquarters in Seattle. Mr. Baxter explained that he will leave tomorrow for The Dalles, where he will be engaged with the Oregon Trunk in running locating surveys to San Francisco.

Very little competitive bidding is resorted to, as every fair-minded man is willing to take what comes and bid \$200; but we are sorry to note that some not fair-minded resorted to excess bidding, only to be rightfully hissed by men of chivalry and right.

Three 1,000 acre tracts have been sold for \$200 each, one falling to a Montana man, one to a Kansas lady and one to a Nebraskan. A 640-acre tract also fell to a resident of Kearney, Neb., while the Herford ranch house, barns, outbuildings and two windmills, valued at about \$5,000 and located in the Chewaucan valley, fell to a Fullerton, Cal., man.—Lakeview Herald.

GLAVIS, FIRED WILL TELL ALL.

Louis R. Glavis will not quit the service of the Department of the Interior in silence. He has written President Taft that he will give out all he knows to the public on the Cunningham coal cases. The letter says:

"The President—Sir: I have laid before you all the essential facts in my possession regarding the official conduct of certain cases by the Department of the Interior concerning coal lands in Alaska. As chief of the field division directly concerned, and because of the tremendous values involved, I felt my personal responsibility most keenly.

"The evidence indicated that a great syndicate is trying to secure a monopoly of this coal, in direct violation of the law.

"Ultimately, I felt myself obliged to appeal to you, over the heads of my superior officers, in order to bring about the enforcement of the law, which in a measure would conserve these coal lands to the people at large.

"I deemed it my duty to submit the facts to you, and I cannot regret my action.

"Since there may be now even greater danger that the title to these coal lands will be fraudulently secured by the syndicate, it is no less my duty to my country to make public the facts in my possession, concerning which I firmly believe that you have been misled. This I shall do in the near future, with a full sense of the seriousness of my action and with deep and abiding respect for your great office."

Mr. Baker of Drewsey was in Vale this week attending the telephone meeting at Vale Wednesday. He states he is getting the phone service in good shape between Burns and Vale. The line is already in operation from Burns to Drewsey and the poles are all up as far as the Harper Ranch. He expects to come on into Vale with the line. The wire enroute to Vale from the east and they expect to have the line in operation this fall.—Vale Orlano.

The Burns Soda Works prepared to fill all orders in which the work done in the past few days.

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